



# RUDDER FLUTTER

Official Publication of the Idaho Division of Aeronautics

William S. Cooper, Administrator

VOLUME 39, NO. 4

FALL 1993

## Second Annual Idaho ACE Academy Completed

Once again, the members of the aviation community came together to put on a full week of interesting and challenging activities for 40 Idaho students interested in learning about aviation career opportunities.

The Aviation Career Education (ACE) Academy is a partnership program supported by the FAA, the Division of Aeronautics, Boise State University, the Idaho Aviation Hall of Fame and a cast of numerous individuals and organizations. Each year students are selected from every part of the state to learn about this business we care so much about.

Everything that goes on during the week-long event is the result of some volunteer effort. The money we use and other resources such as meals, prizes, or airplane rides, all come from someone's willingness to donate something useful to this program.

So that no one who gave so willingly of their time and talent is omitted from the recognition



list, we also recognize the Idaho Aviation Association, the Idaho 99's, and members of the Experimental Aircraft Association for their extraordinary efforts on behalf of the ACE Academy students.

Planning for the Academy is an almost year long process. This month we will begin laying the groundwork for next year's activity. We also anticipate a second program at the University of Idaho campus next year.

The call for help is going out with this newsletter. If you think you could contribute in some

way to help us make our program the best it can be, give us a call. You do not have to live in the Treasure Valley to be a part of some youngster's aviation education. Please join us as we continue to make this valuable information available to Idaho students.

Call us at 334-8775/1-800-468-5865 or write to us: Idaho Division of Aeronautics, Attention: John Maakestad, ACE Academy Chairman, P.O. Box 7129, Boise, ID 83707-1129.

## IT'S BACK!

The vote is in and the *Rudder Flutter* is back!

Things have changed since the *Rudder Flutter* was first introduced in the 1950's. For those of you who have never had the opportunity to see the original newsletter we have included a portion of one of the first editions of the *Rudder Flutter* in this newsletter for your enjoyment.

**A BLAST FROM THE PAST - SPECIAL INSERT ENCLOSED!**



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## FROM THE ADMINISTRATOR

As you have undoubtedly realized, we have changed the name of the newsletter back to its original form. I don't know how many people have suggested to me over the past eight months that we do that, but it has been quite a number. Almost everywhere I have gone throughout the state and even as far away as Washington, D.C. people have asked me, "Whatever happened to the *Rudder Flutter*?" It seems that the name has great recognition value. People associate Idaho aviation with the *Rudder Flutter*. And so, because of the recommendations of so many of you the newsletter will once again be known as the *Rudder Flutter*.

While we are taking a nostalgic look at Idaho aviation also notice that we have looked back forty years and included a copy of one of the very early *Rudder Flutter* newsletters. You will recognize some of the people mentioned in that newsletter. **Pete Hill**, the Chairman of the Aeronautics Advisory Board is one of them. I would like to publicly thank Pete for his contributions to Idaho aviation for over a half century, and his contributions to the Division of Aeronautics. Thanks, Pete.

Thanks to all of you too who have helped make our Idaho aviation programs a success this year. The work days, fly-ins, seminars, all have been well attended and we have had a very good safety record this year. Keep up the good work. BC

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## GLENN'S FERRY, A HIDDEN PARADISE

By R.A. Schamber

Glenn's Ferry International now has a good restaurant located just under a mile from the airport. It is open seven days a week from 0700 to 2200 and is in the same building as the Carmella Winery (designated drivers are recommended).

At the same location is a short nine hole golf course. This, with Three Island State Park, makes us the recreational center of the universe. Air France advises they will not allow the Concorde to land here until we get electrical power so traffic is not a problem.

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## CALENDAR OF EVENTS

### OCTOBER

12-15 China Aviation  
Expo '93  
Beijing, China

### NOVEMBER

4-6 AOPA Expo '93  
Orlando, Florida  
(301) 695-2052

20-21 Oregon Air Fair  
Portland, Oregon  
Judy Olney  
1-800-547-6922

### DECEMBER

15-18 AVIA India '93  
Bagalore, India



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## MERRILL CHRISTENSEN MEMORIAL FUND

By Sharon Laird

We would like to remind pilots and other interested parties of the Memorial Fund set up at Idaho State University in memory of Merrill Christensen. As most of you know, Merrill was a good friend to any and all who stopped at the Rexburg Airport whether you needed work on an aircraft, a cup of coffee, some advice or just a car to get into town - and for some, even a place to spend the night. We have heard from many who found a spot in their heart for this man who gave so much to aviation and he didn't even fly an airplane.

We are appealing to your generous hearts to donate to this worthy cause as all the money will be given to deserving students at the aircraft maintenance school at the University.

Thanks also to all who have already given. The response has been more than generous.

Please send contributions to:  
Idaho State University Foundation, Campus Box 8050, Pocatello, ID 83209 - "In memory of Merrill Christensen".

Thank you all again.

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## MOVING?

If you are moving, let us know and we'll make sure you receive your next *Rudder Flutter* at your new address: 1-800-468-5865.



## WILDERNESS ISSUES UPDATE

With all the various issues, charges and countercharges, pending legislation, and general controversy regarding the wilderness in Idaho, we will include a column in each issue of the newsletter to try to keep you abreast of the facts.

One controversy currently keeping our phones hot relates to the future of the facilities and access to the **Moose Creek Airfield** in the Selway-Bitterroot Wilderness (SBW).

For background, a six year Limits of Acceptable Change (LAC) process was developed to determine a range of solutions to both management and use problems in the SBW. The camping facilities at Moose Creek Airfield were addressed by the LAC group which included aviation users.

The recommendations from that group provided options ranging from removing all camping facilities to adding more fire pits, tables and sanitary units. The Forest Service has asked for public input to accomplish an Environmental Assessment Study to help determine their best course of action. The report of that study will probably not make their October, 1993 timeline, but should be published before the end of the calendar year.

Regardless of any other decisions related to the facilities at Moose Creek, **there is no plan to close down camping access.** The Division of Aeronautics'

position is that we would not object to the removal of the picnic tables, but we would support additional fire rings and latrines.

There continues to be a great deal of debate in response to the content of Congressman LaRocco's H.R. 1570 to designate certain lands in the State of Idaho as wilderness, and for other purposes. Apart from the apparent fact that neither the environmentalists or the multiple use advocates have found much to support in the proposal, there is mention of the Wilson Bar Airstrip and a comment supporting continued operation of that airstrip by the Forest Service.

The Division of Aeronautics has petitioned the Congressman to insert language similar to that in the Central Idaho Wilderness Act, which protects aviation access to historic wilderness airstrips. We will continue to watch the development of this and other legislative proposals which may have impact on wilderness air access.

The Hell's Canyon National Recreation Area Draft Environmental Impact Statement will be the topic of several public meetings in September. We will report the hot topics in the winter newsletter, but going in we expect there will be continued debate over the status of airstrips at Sluice and Cache Creeks. Although both those landing sites are on the Oregon side, we are co-sponsors with the Oregon Division of Aeronautics in the effort to maintain continued air access to the Hell's Canyon National Recreation Area.

Regardless of your personal preference as to the resolution of these myriad issues of wilderness access, we all share the view that we must be responsible in our use of these finite and precious resources. The standard by which we are judged is how we left the wilderness for the next user. Don't miss out on the opportunity to pass on this legacy to future generations of wilderness aviators. If you have questions regarding what's happening with these various wilderness issues give us a call. We don't have all the answers but we do have good access to people who are directly involved with the resolution of the issues. You may also go directly to the source by contacting the members of the Frank Church River of No Return Wilderness LAC Committee. The primary aviation representatives to contact are:

- Bill Miller  
2241 S. Ridgeview Way  
Boise, ID 83712  
(208) 343-0073

- JoAnn Wolters  
Salmon Air Taxi  
Box 609  
Salmon, ID 83467  
(208) 756-6211

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### IDAHO TRANSPORTATION DEPARTMENT:

- Governor *CECIL D. ANDRUS*
- Acting Director *KEITH GREEN*
- Aeronautics Administrator  
*WILLIAM S. COOPER*

#### Aeronautics Advisory Board:

- Chairman *H.P. HILL*
- Member *HARRY MERRICK*
- Member *WILLIAM PARISH*



## OSHKOSH, THE NAME SAYS IT ALL

Want to see the past, present, and future all sharing the same air space at one time? Look no further than Oshkosh, Wisconsin. For one special week in the summer blimps, warbirds, Cessnas, ultralights, and microjets all come together to show the world what man has accomplished in less than a century in his ever continuing love affair with the sky.

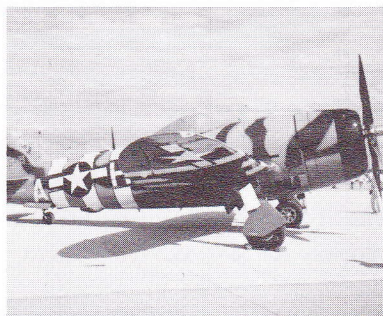
There is something for every aviation enthusiast at Oshkosh: fly a simulator, see how spatial disorientation (vertigo) would actually affect you, purchase a hard to find part for that aircraft you are rebuilding, or even help build a plane right there on the grounds with experts supervising. Airshows, lectures, displays, vendors, the list goes on.

A big pat on the back to the EAA (Experimental Aircraft Association) who puts this wonderland for the general aviation public together every year. Keep up the great work!

(NOTE: The EAA museum is a must see and is open year around.)

Also, hats off to the air traffic controllers who some how manage to make the skies safe for everyone during this busy time. They are truly amazing.

If you have never been to Oshkosh before, you owe it to yourself to make the pilgrimage at least once. One warning, you will find yourself wanting to go back year after year.





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## HOW DO YOU LIKE THE "NEW" TERMINAL FORECASTS?

By John Jannuzzi, NWS

The National Weather Service (NWS) issues Terminal Forecasts (FT's) for over 500 airports throughout the United States. Here in Idaho, FT's are issued for the following airports: BOI, TWF, SUN, BYI, PIH, IDA, LWS. The NWS may soon start making FT's for COE.

The rules for now and when FT's should be issued and/or amended and what weather information can be forecast in them were changed in June this year. Early this fall these changes and other current FT procedures will be reviewed for needed changes.

Thus, we would like your opinion on the effectiveness of these recent changes and suggestion for other ways we might make the FT's more useful for you.

Since your views are important, please comment on the effectiveness of these recent FT changes by completing the questionnaire included with this newsletter. Please send it to us as soon as possible - along with any ideas you have for improving FT service. Our mailing address is: National Weather Service Forecast Office, 3905 Vista Avenue, Boise, ID 83705-5346.

If you have any questions give me, John Jannuzzi, NWS Idaho Manager, or Maux Barnes

call - or feel free to stop by our new office. Our daytime office phone number is (208) 334-9860.

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## SAFE PILOT PROGRAM BACK WITH VIGOR

In response to the number of requests by registered pilots, we are happy to announce that the Idaho Safe Pilot Program will continue to be a part of the Aeronautic's aviation safety program. This long running program was put on the chopping block last year due to the limited amount of participation (about 10% of registered airmen) both in the overall program as well as at the banquets.

One part of the solution we believe we will have to deal with is the awareness primary instructors have with both the airman registration process for students and the Safe Pilot Program itself. We will make an additional effort to be in closer contact with CFIs in order to close the loop with their students.

Our plans are to revise the award criteria to put more emphasis on achievable goals such as hours flown versus the million mile awards. Our rationale for this is that flight hours are a better criteria for general aviation pilots than miles flown. (Given an average air speed of about 110 mph for most general aviation aircraft, it takes 9090.9 hours to travel one million miles.)

We also plan to resume the awards banquets in several areas around the state. We will focus

on Coeur d'Alene, Boise, Twin Falls, Pocatello and Idaho Falls, but we will entertain suggestions to move to adjacent locations too.

The objective is to bring this program back with improvements that are meaningful to you, the flying public. If you have some ideas you would like to see incorporated into this program, pick up the phone or write and let us know what your desires are. We will always listen.

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## 1994 INTERNATIONAL AVIATION ART CONTEST UNDER WAY

The 1994 International Aviation Art Contest brochures are now available from your Aeronautics office.

This year's theme is "Flying Saves Lives" and competition is open to students age 5-16. All entries are due into this office for state judging by December 13, 1993.

After state winners are chosen the winning artwork will then be forwarded to the national competition in Washington, D.C. Winners at that level will be forwarded to Paris, France for the international contest where they will compete for medals of gold, silver, and bronze.

Brochures have been sent to art teachers in Idaho. You can also obtain a copy by calling this office at 1-800-468-5865. We will ask FBOs around the state to display some of the artwork after judging has been completed.



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## OUR THANKS TO -

Elsewhere in this publication you will find an article on our commitment to keep aviators informed on wilderness/backcountry airport issues.

Idaho aviators should take some comfort in knowing that a significant number of individuals are contributing many hours of work to preserve or provide needed maintenance at our wilderness and backcountry airports.

We would like you to know who some of these people are and their accomplishments.

### SUSAN SCHROEDER

Susan resides in Lewiston and has spent many hours flying the backcountry in her Supercub and C-206.

Susan served on the Hell's Canyon LAC Task Force, the Selway-Bitterroot LAC Aviation Education Subcommittee, and assisted Laurie Matthews with the Frank Church-River of No Return education plan. Susan is the primary author of our wilderness flying brochure "These Are Special Airfields". Susan is currently working on the wilderness reliever airport program. She has conducted onsite inspections with Forest Service personnel at Orogrande and Cayuse Creek.

### JOE CORLETT

Anyone who flies the backcountry knows Joe and his trusty N3774D. Joe has served on the Selway-Bitterroot LAC Avia-

tion Subcommittee, organized numerous volunteer work parties at our wilderness airports and contributed to the publication of "These Are Special Airfields".

Joe is the major force behind the annual handicap fly-in at Chamberlain Basin. He is also currently working on the wilderness reliever airport project. You will find very few meetings, seminars or public hearings relating to wilderness flying that Joe fails to attend.

### ROY INSKEEP

Roy is the Middle Fork District Fire Management Officer for the Challis National Forest. Roy makes every effort to keep Indian Creek, Mahoney, and Upper Loon maintained to the highest level possible, under some very difficult conditions. He is very receptive to the maintenance recommendations that stem from our airport inspection reports.

The recent upgrading of Upper Loon Creek is due in large part to Roy's efforts.

### JOANN HALBASH

JoAnn is a Forest Service employee with the Idaho City Ranger District. She has made a significant effort this summer in addressing some needed airport maintenance for Idaho City, Graham and Weatherby. JoAnn is working with the IAA and has organized a volunteer work party at Graham this fall. She has accompanied us on our annual inspection of these airports and has made some good sug-

gestions for future maintenance projects.

JoAnn is a very enthusiastic individual, and we look forward to working with her in the future.

These four individuals represent only a few of the people that are currently involved in backcountry flying and airport maintenance efforts. Hopefully we will be able to recognize additional people and groups in future issues of the *Rudder Fluter*.

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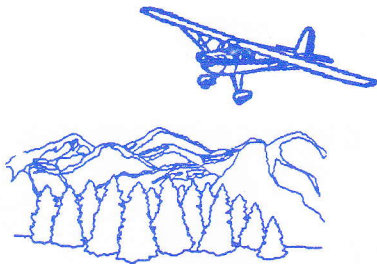
## ED STIMPSON TO SPEAK

Edward W. Stimpson, President and board member of the General Aviation Manufacturers Association (GAMA) will speak to a combined meeting of the Idaho Aviation Association, the Experimental Aircraft Association, the 99's, and the Professional Women in Aviation on Thursday, October 21, 1993. Mr. Stimpson, a Boise resident, will share his views on the present and future of general aviation.

One of the many projects he is working on right now is to collect congressional support for a bill that would place some limitations on the product liability lawsuits which have almost wiped out production of small airplanes in this country.

Everyone is welcome to attend this informative meeting in the lecture room of the Boise Public Library at 7:00 p.m. The entrance for the room and more parking is at the back of the library (southwest corner).





## "FLYING IDAHO" VIDEO AVAILABLE

This 16 minute video has been designed to acquaint pilots with some of the unique features and natural wonders that make up the gem state's backcountry airstrips. This is not an instructional video.

PRICE \$18.00 EACH (includes postage)

\*Idaho residents please add \$.75 for sales tax

The *FLYING IDAHO* video makes a great unique gift for any occasion including birthday or Christmas (or even "just because"). If you purchase *FLYING IDAHO* as a gift we will send the video to the recipient of your choice with a gift card included bearing your name.

Please make checks payable to the *IDAHO DIVISION OF AERONAUTICS*

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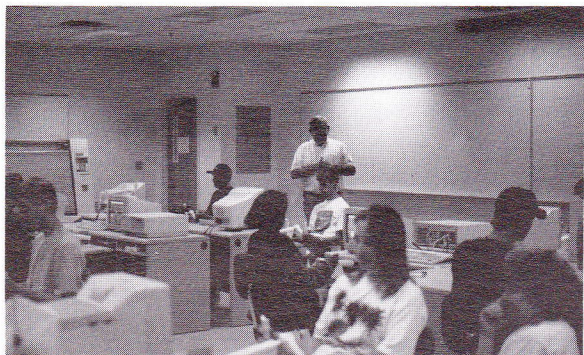
THIS IS A BIRTHDAY GIFT \_\_\_\_\_ CHRISTMAS GIFT \_\_\_\_\_

Return this form to: Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129.

*We will also send a complimentary Idaho Vacation Planner published by the Idaho Department of Commerce with every order.*



## ACE ACADEMY 1993



the future of aviation. . .

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BOISE, ID 83707-1129

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## COEUR D' ALENE

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772-7838

## PICABO

STEWART TRIMMEL  
GENERAL DELIVERY, PICABO, ID 83348

788-3536

## SALMON

LEMHI CO. AIRPORT, BOARD CHAIRMAN  
BOX 911, SALMON, ID 83456

756-2815

## ABERDEEN MUNICIPAL

**LOCATION:** 2 MI SW OF TOWN **FUEL:** 100-TEL. (208)397-4138  
**LIGHTS:** MEDIUM INTENSITY RUNWAY LIGHTS **COMMUNICATION:** CTAF: 122.9  
LIGHTED WINDSOCK STANDARD FSS: 122.4  
C/G BEACON

**REMARKS:**

NO WINTER MAINTENANCE.

## COEUR D'ALENE AIR TERMINAL

**LOCATION:** 9 MI NW OF CITY **FUEL:** 80, 100, JETA OX 1.2  
**LIGHTS:** MEDIUM INTENSITY R/W LIGHTS 01/19 **COMMUNICATION:** CTAF: 119.1  
HIGH INTENSITY R/W LIGHTS 05/23 UNICOM 122.8; SPOKANE APP/DEP CON 132.1  
C/G BEACON TOWER 119.1; GRD 121.8

**REMARKS:**

RUNWAY 01/19 HAS BEEN RECONSTRUCTED 25' WEST OF PREVIOUS LOCATION. ACTIVATE HIRL/RW 05/23 BY KEYING 119.1 AND LRL R/W 01/19 BY KEYING 119.1 THREE TIMES. MALSR R/W 05-119.1. R/W 19 IS DESIGN CALM WIND R/W. CONTROL ZONE EFFECTIVE 1400-0300Z-MON THRU FRI. TOWER (1700-2300Z SAT - SUN, OCCASIONAL MON - FRI). WHEN TOWER IS NOT OPERATING USE 122.8 FOR AIRPORT ADVISORIES. ANNOUNCE INTENTIONS ON 119.1. AWOS-3 WEATHER INFORMATION ON 135.075 OR CALL 208-772-8215.

## MOUNTAIN HOME MUNICIPAL

**LOCATION:** 2 MI W OF TOWN **FUEL:** 100, MOGAS  
**LIGHTS:** MEDIUM INTENSITY RUNWAY LIGHTS **COMMUNICATION:** CTAF: 122.8  
PAPI FOR RUNWAY 28 FSS: 122.8  
C/G BEACON

**REMARKS:**

NEW PARTIAL PARALLEL TAXIWAY AND RAMP EXPANSION. CAUTION: HIGH PERFORMANCE MILITARY JET OPERATIONS CONDUCTED AT MTN. HOME AFB 8 NM SW OF AIRPORT. CONTACT MHAFFB APP/DEP CONTROL 124.8 FOR ADVISORIES. NDB 333KH "STI" LOCATED 4 NM EAST AIRPORT.

DAVE WALL FIELD (SANDPOINT)

**LOCATION:** 2 MI N OF CITY **FUEL:** 100LL JET A  
**LIGHTS:** MEDIUM INTENSITY RUNWAY LIGHTS **COMMUNICATION:** CTAF: 122.8  
PAPI ON RWY 01 AND 18 FSS: 122.66  
C/G BEACON

**REMARKS:**

NEW AWOS INSTALLED: 135.42 MHC. TEL. 208-263-3074. ACTIVATE R/W LIGHTS AND PAPI'S - CTAF. NDB 284 KHZ "STI" ON AIRPORT. VFR ONLY.

WARREN

**LOCATION:** ADJACENT NW OF TOWN  
**LIGHTS:** NO

**FUEL:** 100LL JET A  
**COMMUNICATION:** CTAF: 122.9  
FSS: 121.1T, 116.2R

**REMARKS:**

R/W LENGTH IS 2765'. THRESHOLD MARKERS HAVE BEEN RELOCATED FROM RUNWAY 28 END. R/W WIDTH VARIES FROM 65' TO 85'. RECOMMEND LAND R/W 11, DEPART R/W 28 WHEN WIND CONDITIONS PERMIT. DOW DRAFTS PREVALENT R/W 11 DURING SUMMER MONTHS. RECOMMEND USE EARLY MORNING AND LATE EVE. NOT RECOMMENDED FOR INEXPERIENCED PILOTS. CLOSE FLIGHT PLAN PRIOR TO LANDING. NO WINTER MAINTENANCE.